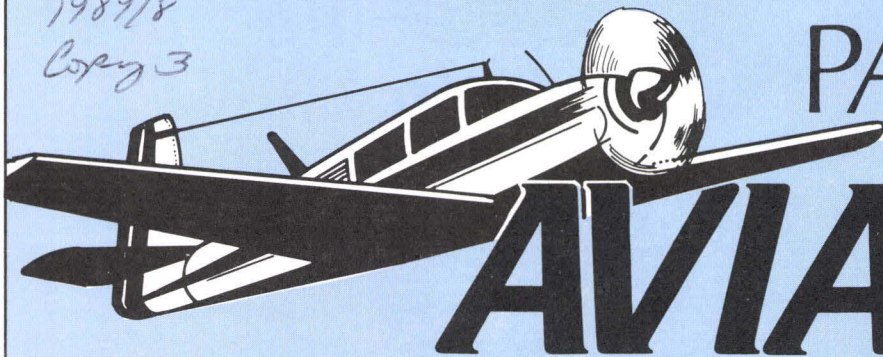


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# PALMETTO

# AVIATION

Volume 41, Number 8

Published by the S.C. Aeronautics Commission

August, 1989

## Jim Hamilton Elected SCAC Chairman, Olin Phillips Vice Chairman

Jim Hamilton, owner of Midlands Aviation at Columbia Owens Downtown Airport, has been elected chairman and Representative Olin Phillips elected vice chairman of the South Carolina Aeronautics Commission.

Commissioner Jim Hamilton, formerly vice chairman, was unanimously elected by the seven district representatives and two ex-officio members of the S.C. Aeronautics Commission during their regular monthly meeting.

"It will be difficult to follow Chairman Edwin Pearlstine in his outstanding performance in the past years," said newly elected Hamilton.

"I'm looking forward to working with all members of the Aero-

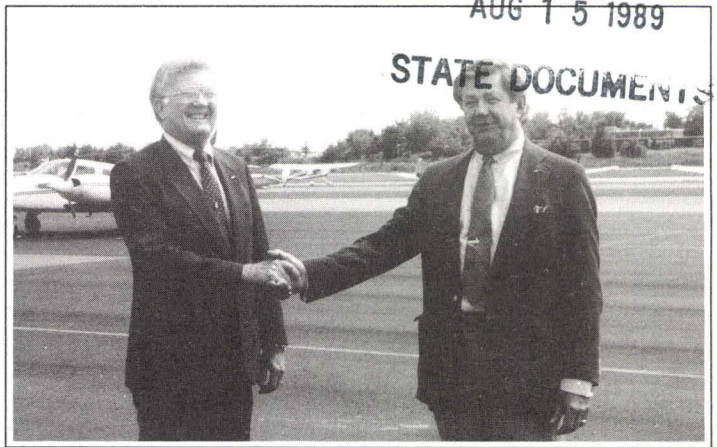
**Newly elected chairman Jim Hamilton (l) receives a congratulatory handshake from SCAC Director John Hamilton.**

nautics Commission and I would also like to congratulate Representative Olin Phillips as vice chairman of the commission," said the chairman, who is now beginning his second four-year term.

The Columbia resident said his goals as chairman are clear, "First,

of all, I'd like to see if there's in any room to improve employee morale, and with that to expand the spirit of cooperation between the state Aeronautics Commission and the local government entities associated with airports."

*See Chairman, Page 6*



## FAA's Land Use Policy Affects S.C. Airports

A new policy affecting proposed airports as well as existing airports was recently released from the FAA's Atlanta Airports District Office. The Land-Use Controls policy directly involves new airports and existing airports which may be receiving FAA grants.

"This policy basically emanated from Steve Brill (FAA,

Airports Division) in the existing assurances from those airports who accept FAA grants," commented Sam Austin, FAA's Atlanta Airports District manager. "There is an assurance that local government will take such means that are necessary to the best of their ability to protect the airport from encroachment and we were not meeting those assurances," according to

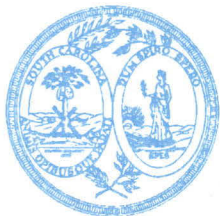
Austin.

"These policies are not just for South Carolina but for the Southern Region," he added.

"Anytime there's a proposed airport the land use and height zoning must be in place. Once again, anytime, they receive a grant, the airport agrees to the assurances," he said.

*See Land Use Policy, Page 6*





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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## C-130 Hercules Arrives at McEntire

Sen. Thurmond (r) makes opening remarks at the arrival ceremony for the C-130 at McEntire ANG. Below, Adj. Gen. Marchant tries out the cockpit of the Hercules.



Under gray skies and light drizzle, the Air National Guard become the proud receivers of a brand-spanking new C-130 at McEntire ANG.

While the rain kept some of the crowds away, most hearty spectators were not disappointed over the arrival of Sen. Strom Thurmond and Adjutant General Eston Marchant.

"About seven years ago, we were the first Air National Guard to receive an F-16 Falcon and today, we're delighted to be on the receiv-

ing end of a C-130 Hercules," said Gen. Marchant at the arrival ceremony.

Sen. Thurmond was also on hand to accept the official documents for the C-130. In his remarks, Thurmond quipped, "You know, Gen. Marchant has been after me a long time about a C-130, and he was going to keep on and on until he got what he wanted."

The C-130 Hercules, assigned to the 169th TFG gives the state, for the first time, the ability to transport military personnel, equipment and cargo long distances without relying on outside support help.

The 169th Tactical Fighter Group, the principal operating unit of the S.C. Air National Guard, is assigned to execute tactical fighter missions to destroy enemy forces, equipment and installations with conventional weapons, according to ANG information.

According to a C-130 pilot, MAJ Bob Fancher, "This Hercules flies nice. It's a lot easier to fly than the C-131, because of the hydraulically assisted flight controls."

"Robert Dozier and I were the first two ANG pilots to be sent to C-130 School, in Dallas, Tampa and Savannah, which consisted of ground school and simulator training," said MAJ Fancher, who completed the six-week training course.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 739-5400.



## '89 SC Airports Conference Features Topical Sessions, Sun & Fun

The 1989 S.C. Airports Conference has scheduled lots of interesting topics, riveting sessions and great entertainment you won't want to miss!

The '89 Airports Conference is slated for November 14-17 at the Radisson Resort at Kingston Plantation in Myrtle Beach. The all-suite hotel offers fully-equipped kitchens so that you and your family will have plenty of room to relax and unwind.

Plans for the S.C. Airports Conference are shaping up with many activities scheduled for the conference including a golf tournament, seafood extravaganza and just plain fun. The \$125 registration fee includes conference seminars, entertainment activities and most meals, with a special rate discounted for spouses.

The conference itself is designed to educate airport managers and staff, county aviation commissions, FBO's, and general aviation pilots interested in a forum with state, local and national government personnel.

The South Carolina Aeronautics Commission is honored to have Lawrence Burian, president of the National Air Transportation Association, as the key note speaker.

In addition, we have invited other strategic players in the aviation industry, including Garland P. "Cas" Castleberry the FAA's Southern Regional Administrator, and Department of Transportation Secretary Samuel Skinner.

This year's theme, Reaching New Heights in Aviation, will be incorporated into the conference schedule. On Tuesday, Nov. 14 there's the Early Bird Registration and Horry County Aviation Commission Reception.

On Nov. 15, highlights include an FAA Consultant Selection procedures, NATA President Lawrence Burian and Rep. Marion Carnell: Rural Airport Development Act. At night a Sponsors' Reception is planned for all registrants.

On Thursday, a FAA/State Listening Session is scheduled as well as sessions on Airport Security and Military traffic and a raft of exciting sporting events. That evening a reception and the Seafood Bash are planned.

Friday's events include a S.C. Pavement Evaluation, session on Underground Storage Tanks and the grand prize drawing.

Look for full details later this month in your registration packet!



## Aviation Calendar

### August 20

Breakfast Club  
Greenwood County  
Airport

### September 8, 9, 10

Breakfast Club Weekend  
Jekyll Island, GA  
Holiday Inn  
(912) 635-3311

### October 1

Breakfast Club  
Walterboro Airport

### October 13, 14 & 15

EAA Fly-In  
Breakfast Club Sunday  
Woodward Field  
Camden, SC

### Oct. 20-22


AOPA Flight Instructor  
Refresher Course  
Columbia

### Oct. 29

Breakfast Club  
Election of Officers  
Orangeburg Airport

### November 14-18

SC Airports Conference  
Kingston Plantation  
Radisson Resort Hotel



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Aeronautical Charts  
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**Or call us,  
public information at  
1-800-922-0574  
to request one.**

## FAA Offers Free Hotlines

The FAA continues to operate a toll-free hotline to assist consumers and pilots with inquiries and complaints. Information on such issues as carry-on baggage limitations, airport security procedures, and FAA services can be obtained by calling 1-800-FAA-SURE.

When you place a call to FAA-SURE, it will be logged by an operator and an appropriate FAA official will return your call. The Hotline is available from 8 a.m. to 4 p.m. Eastern Time, weekdays only, except holidays.

A separate Aviation Safety Hotline has also been established by the FAA for reporting possible FAR violations. Pilots, aviation maintenance technicians and others involved in aviation can call 1-800-255-1111.



# Agricultural Applicators Apply Themselves -- to Education

Aerial applicators have always tried to keep up with the latest trends, policies, and technology in their fields. But this year, aerial applicators have had to undergo a new policy to meet recertification, and according to Clemson University they are doing a good job.

The South Carolina Agricultural Aviation Association along with Clemson University held a calibration fly-ins recently at Wayside Farms in Bishopville and at Barnwell County Airport to check aircraft, answer pertinent questions and fly spray patterns.

The fly-ins were held to meet a requirement that all licensed aerial applicators must earn 10 continuing certification hours in a five year period. The fly-ins themselves offer an opportunity for applicators to have their equipment calibrated so they know what type of swath they are spraying. Not only is it important to know and understand what the swath is for economical reasons, but for environmental reasons as well. Pesticides, herbicides and fungicides applied incorrectly can cost applicators large sums of money and can poison the land.



**Jack Woodward adjusts his nozzles after flying water spray patterns at the calibration fly-in.**

*"when we first started these fly-ins they'd come in with their booms out to their wing tips," Mac Horton.*

Both Mac Horton and Fran Wolak of Clemson University who led the fly-in, agree that this type of workshop has benefitted the agricultural industry as a whole.

"This time when the applicators came in they had all their information I needed," said Dr. Horton. "When they flew their patterns today, the adjustments were very minor. But several years ago when we first started these fly-ins they'd come in with their booms out to their wing tips."

When applicators arrive at the fly-in they are briefed on how the equipment works, how to fly over the field equipment and schedule their flight.

Before they take their flight, Horton said, "we need to know, some specific information, how many nozzles; what kind; what pump pressure; gallons per acre; what swath were they flying."

Generally, three passes are made over the equipment which looks deceptively simple. In an area close by are a typewriter-sized computer, a polaroid camera, a motion detector, a wind gauge, and a long, narrow paper holder holding the paper that is sprayed from the plane.

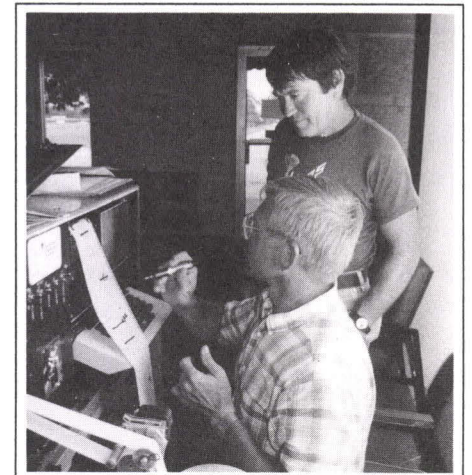
As an aircraft flies overhead, the computer checks the airspeed, the wind speed and wind direction, and a polaroid camera photographs the plane to check the center line. These items are necessary to get an accurate reading of the swath pattern flown.

After a plane's third pass, both the applicator and someone from

Clemson review the pattern and make the needed adjustments to the applicator's equipment so that a consistent, even spray is achieved.

One applicator, Jack Woodward president of the South Carolina Agricultural Aviation Association, flew a 65 ft. accurate swath at 100 mph and another 65 ft. swath at 140 mph. Woodward's airplane carries about 325 gallons and sprays about five gallons an acre.

Another applicator, Bobby Frierson, flew patterns six times, with



**Bobby Frierson checks the fluorometer's reading of his three spray patterns with Mac Horton (c).**

each set of two patterns being different. The first was a regular 100 mph run; the second was with flaps extended one notch and the last set was at 140-150 mph.

This year all applicators must begin a recertification program. They may attend a number of special training sessions over a five year period or they must pass a written exam administered by Clemson University.

Either way, aerial applicators are now more educated than ever before and will continue to improve as more fly-in are held.





# The Civil Air Patrol

## CAP Always On Duty

The Civil Air Patrol is ever watchful and it is because of this vigilance that the elderly, the young, and the wounded are helped by their efforts of search and rescue.

In the past the CAP has participated in drills and disaster exercises, but recently the CAP was called on to locate a missing plane in Greenville County.

The single-engine airplane which had been missing for nearly a week was found near the North Carolina-South Carolina border, and rescue teams said none of four passengers survived.

Civil Air Patrols from North and South Carolina squadrons had spent hours scouring the mountains for the plane which disappeared June 25.

Lt. Col. Diana Covington of the Greenville CAP confirmed the plane was the missing Cessna 172

by checking the tailnumber.

CAP pilots located the wreckage by helicopter.

"It's probably some of the toughest terrain in South Carolina," said Alan Alexander, Assistant Director of the state Aeronautics Commission. "It's just a wilderness area with high mountains, deep ravines and extremely dense and high forests."

According to Alexander, he and a CAP member spotted the wreckage when they flew over the area at night.

"We recognized some scorching on a tree and evidence of a recent fire," he added. "We got close enough to the tree to recognize the remains of the crash."

Reports to the CAP indicated that a low-flying airplane had been in the vicinity of northern Greenville County.

In South Carolina, two helicop-

ters and several airplanes participated in the search and rescue mission, as well as several ground teams from the Western North Carolina Civil Air Patrol Squadrons.

According to CAP Lt. Col. Charles Dixon the emergency locator transmitter signal was picked up but the signal was too weak to track effectively.

The CAP is always vigilant and always there when someone needs assistance. They prove their maximum time and time again.

## Search and Rescue Efforts Graded by Air Force

The SC Wing CAP held its annual graded Search and Rescue at the Marion County Airport. Each year the CAP is evaluated by the Air Force to determine their capability to perform the search and rescue missions. Joe Dalfiume was the mission coordinator for the SAR exercise.

Bad weather which prohibited flying was a major factor in determining that this year's exercise would include flight simulations.

Ground teams got drenched as

they located targets and met all the objectives of the evaluation.

The overall grade for the Search and Rescue was an Excellent.

The Civil Air Patrol is evaluated on various search techniques, finding targets, lost persons, checklist usage, and communications between all members in the exercise.

This year's evaluation was graded by the U.S. Air Force's active and Reserve members from North Carolina.

### CAP Calendar

**August 11-12** - National Board  
San Antonio

**August 19-20** -  
Disaster Relief Training  
Anderson and Berkeley Cty.

**August 26** - Wing Work Day

**August 26-27** - Observer School  
Shaw AFB

**September 9-10** - Squadron &  
Group Commander College

**September 10** -

Commander's Call

Cadet Program Seminar  
at 10 a.m.

**September 16-17** -  
Disaster Relief Training

**September 23** - Wing Staff  
Work Day

**September 23-24** -  
Cadet Competition  
Fort Jackson



## Chairman, Vice Chairman elected

Continued from Page 1

"Also, I look forward to meeting and working with each employee at the Aeronautics Commission," Hamilton added.

Jim Hamilton is the owner of Midlands Aviation and holds a current FAA Certificated Flight Instructor's license, as well as Active Commercial Pilot with Instrument Rating, Helicopter and Seaplane Ratings, and holds active FAA Certificated Flight Instrument Multi-engine and Instrument Ratings.

In addition, he is married to Patricia Hamilton, has five children and also five grandchildren. He is a former U.S. Army Aviator and Paratrooper.

Representative Olin R. Phillips, Dist. No. 29, a Gaffney businessman, was also unanimously elected by the seven district representatives and two ex-officio members of the S.C. Aeronautics

Commission during their regular monthly meeting. "I look forward to being vice chairman and consider it honor to have been elected by my peers," said Phillips.

"It's a privilege to be elected especially working with Jim Hamilton, the newly elected chairman. I know, we both agree that the South Carolina Aeronautics Commission is strategic to the safety and well-being of our regional and local airports. And is essential to all people in the state," Phillips added.

"Airports are an economical boon to the county, by encouraging more industries and businesses to locate in nearby communities. My county, Cherokee County, is the only county in S.C. which does not have an airport," said Phillips who has served on the commission since 1982.

"I look forward to working with the Aeronautics Commission

for all the people of South Carolina to provide economic stability and vitality," the Gaffney businessman said.

Rep. Phillips, not only serves on the Aeronautics Commission, but also serves as chairman of the S.C. Textile and Apparel Study Committee, vice chairman of the Pyrotechnic Safety Board, and chairman of the Railroad, Aviation and Transportation Study Committee.

The Aeronautics Commission is responsible for fostering the growth of air commerce in the state, cooperating in the development and improvement of airports as well as supervising aeronautical activities and facilities.

The Aeronautics Commission also acts as a funding agency awarding capital improvement bond grants for eligible airport improvement projects.

## Land Use Policy Protects Airports

Continued from Page 1

"The policy says 'appropriate action, including the adoption of zoning laws has been or will be taken, to the extent reasonable.' The key there is 'to the extent reasonable, and that's a pretty big loophole, because we will encourage sponsors to do what they can reasonably do.'"

"If we were going to do another Summerville or East Cooper Airport we would insist that zoning be in place to protect the airport environment," Austin said.

For a better understanding of the Land-Use Controls policy, all airport sponsors should be aware of its implementation, and for this reason the policy memo from FAA's Airports Division follows:

Sponsors applying for assistance under the Airport Improvement Program are required to provide written assurances that "ap-

propriate action, including the adoption of zoning laws has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft."

Regional policy requires application of this statutory requirement to be more uniform for new airports than for existing airports, which involve judgment decisions on a case-by-case basis. The regional policy on compatible land use assurances for new airports are as follows:

- No development project for a new airport will be approved until satisfactory land use controls have been established.

- Controls enforcing height limitations shall be established based on AC/150/5190-4, "A

Model Zoning Ordinance to Limit Height of Objects Around Airports," or other ordinance determined by the ADO to be a satisfactory equivalent."

- Controls assuring noise compatibility shall be established based on forecast noise contours with a lead time of not less than five years. The noise map contained in the environmental assessment or the master plan for the proposed airport should be satisfactory for this purpose. If a noise map for the proposed airport does not exist, one should be developed for use in establishing land use controls. Table 1 in Appendix A of FAR Part 150 is recommended as the basis for establishing zoning for noise compatibility.

For copies of Appendix A Table 1 of FAR Part 150, please call SCAC Public Information, 1-800-922-0574.



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# FYI From the FAA

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## Driving Under the Influence May Impair Your Flying, Too

By the end of July, the FAA will have comments concerning the notice of proposed rulemaking regarding pilots convicted of alcohol- or drug-related motor vehicle offenses.

The following information is obtained from the Federal Register, Vol. 54, No. 95, Proposed Rules, and is excerpted from that document.

**Summary:** This notice of proposed rulemaking (NPRM) proposes rules under which two or more alcohol- or drug- related convictions or related state administrative actions would be grounds for certificate action against a pilot. This notice also proposes rules under which a pilot's medical certificate would expire, requiring that the pilot apply for a new medical certificate, after an alcohol- or drug- related motor vehicle action. The notice proposes to require pilots to report alcohol- or drug-related motor vehicle actions to the FAA and proposes to add an express consent provision to facilitate FAA access to information reported to the National Driver Register.

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*...a pilot with multiple alcohol- or drug-related convictions has shown an inability or unwillingness to comply with regulations...*

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The proposed rules are needed to prohibit pilots from operating an aircraft after multiple alcohol- or drug-related motor vehicle actions. The proposed rules are intended to enhance aviation safety by identifying persons who do not meet the medical standards of the regulations and by removing them from navigable airspace pilots who have demonstrated an unwillingness or inability to comply with safety regulations.

**Background:** In 1987, the Office of the Inspector General (OIG) for the U.S. Department of Transportation released the results of an audit for the

FAA's airman medical certification program. The OIG evaluated the procedures used by the FAA to ensure that an individual with a history of alcohol- or drug-related problems is not issued an airman certificate and if the procedures used this information to the FAA was in an accurate and timely manner.

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*...1,584 of the active pilots (3.4%) who held a driver's license issued by that state had at least one DWI or DUI conviction.*

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The OIG then compared the FAA's medical file and the state records of alcohol- and drug-related traffic offenses. This comparison showed that 1,584 of the active pilots (3.4%) who held a driver's license issued by that state had at least one driving while intoxicated (DWI) or driving under the influence (DUI) conviction. Of these, 1,124 pilots (71%) did not report this information to the FAA.

The OIG also compared the FAA's medical files with the NDR records for individuals whose driver's licenses had been suspended or revoked on alcohol- or drug-related traffic offenses.

This comparison showed that driver's licenses of about 10,300 of the 711,648 active airmen (1.45%) had been suspended or revoked for DWI or DUI offenses within the past seven years. Of these, 7,850 pilots (76%) failed to report these motor vehicle convictions to the FAA on their medical applications.

Based on the information discovered during the audit, the OIG recommended that the FAA develop an objective, regulatory standard that would provide for FAA certificate action against pilots convicted of alcohol- or drug-related motor vehicle offenses. The OIG also recommended that the FAA seek legislative changes to the NDR statute that would give the FAA

access to the National Driver Register information.

The FAA believes that it is reasonable to conclude that a pilot with multiple alcohol- or drug-related convictions has shown an inability or unwillingness to comply with regulations or laws. In addition, pilots convicted of these offenses may not meet the medical standard contained in Part 67 of the FAR.

**Discussion of the Proposed Rules:** The FAA has had regulations addressing the issues of alcohol and drug use for many years.

Moreover, the FAA's strong interest in ensuring that individuals are not troubled by alcoholism or drug dependency is demonstrated by the long history of medical standards contained in Part 67.

**Proposed Amendments to Part 61:** Pursuant to proposed 61.15, the FAA's denial of an application and suspension or revocation of an existing certificate would be based on two or more alcohol- or drug-related convictions, two or more administrative actions by a state, or at least one conviction and at least one administrative action, occurring within a three-year period.

The proposed amendment would also require that a pilot report each alcohol- or drug-related motor vehicle conviction or administrative action to the Airmen Certification Branch in Oklahoma City, Oklahoma.

The FAA is concerned that even a single alcohol- or drug-related motor vehicle conviction or administrative action may reflect adversely on a pilot's fitness to operate an aircraft.

The FAA believes that a single alcohol- or drug-related motor vehicle conviction or related administrative action is of sufficient relevance to a pilot's continued medical fitness to trigger a medical examination of the pilot.





## SOUTH CAROLINA AERONAUTICS COMMISSION

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This Month...

### Inside Palmetto Aviation

- DUI can affect your flying
- Jim Hamilton elected SCAC chairman
- Aerial applicators apply themselves

... and much, much more!

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## Agri-Aviators Field a Fly-In

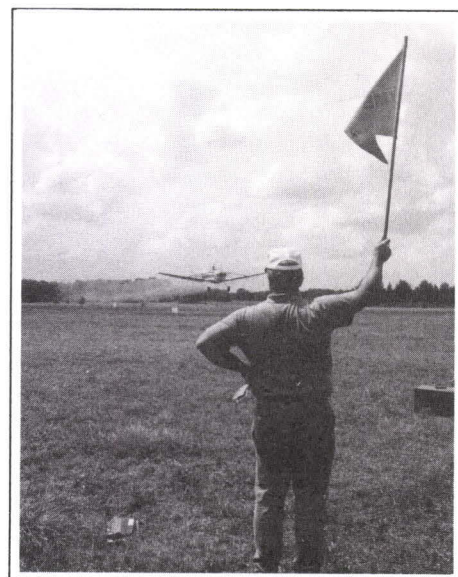


The South Carolina Agricultural Aviation Association along with Clemson University held a calibration fly-ins recently in Bishopville and Barnwell to check aircraft, related spraying equipment and new regulations concerning aerial applicators.

Clemson's Dr. Fran Wolak (l) pulls out film in the camera which is used to check the test strip's centerline in relation to aircraft.

At right, Dr. Wolak motions an aerial applicator to fly over the paper test strip.

For a closer look, see page 4.



This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.